

CHARTERS - SPECIAL ASSIGNMENT AIRLIFT MISSIONS (SAAM'S),  
JOINT CHIEFS OF STAFF EXERCISES (JCSE), AND CONTINGENCIES FOR THE  
TRANSPORTATION WORKING CAPITAL FUND (TWCF), AND NON-TWCF AIRCRAFT

EFFECTIVE: 01 Oct 11 through 30 Sep 12

1. Description of Tables.

a. Table 1 contains hourly SAAM/JCSE/Contingency rates and Minimum Activity Rates (MAR's) for Department of Defense (DoD) Users.

b. Table 2 contains hourly SAAM/Contingency rates and MAR's for non-DoD other U.S. Government users.

c. Table 3 contains hourly SAAM/Contingency rates and MAR's for non-U.S. Government users (including foreign military sales and military assistance program).

d. Table 4 contains a point of contact for obtaining hourly rates for DoD aircraft which normally do not fly TWCF missions.

e. Table 5 contains the commercial stabilized seat/ton mile rates to be used for computing charges for commercial airlift.

2. Procedures used to compute charges for TWCF charter missions.

a. SAAMs

(1) Charges will be computed and billed after completion of the mission. Free fuel has been considered in the computation of our overall rates; therefore, customer bills will not be reduced for any free fuel issues. Customers can receive mission billing information on or about the 20<sup>th</sup> of the month from DCBS, HQ AMC's billing module. To obtain access to DCBS, log in to <https://dcbs-prod.scott.af.mil/> and complete the registration to include the DD Form 2875. Send the completed DD Form 2875 to [DCBS.Helpdesk@scott.af.mil](mailto:DCBS.Helpdesk@scott.af.mil). A customer number is needed to setup your account, please contact HQ AMC/FMFAB, DSN 779-2291/2293 for assistance. Any passenger or cargo movement under the terms of Acquisition and Cross Servicing Agreements (ACSA) are entitled to the DoD rate.

(2) Organic airlift charges are computed by HQ AMC/FMFAB using the actual flying hours used to perform the mission multiplied by the applicable rate (Tables 1-3) for the type of aircraft used. Customers only pay for the SAAM mission, no other accessorial fees apply for TWCF organic airlift. In selecting aircraft type, AMC TACC considers load and cube limits, seasonal factors, locations, availability of aircraft, en route support facilities and other applicable factors. In selecting routing, AMC considers DoD directives, foreign clearance guide requirements, en route support facilities and other applicable factors.

(a) The number of chargeable flying hours includes the time from the departure of the aircraft performing the mission to the positioning point, to each customer directed stop, and to the depositioning point. The charges for the positioning and depositioning legs of the mission would normally include departing from and returning to the home station of the aircraft performing the mission. In-system select procedures apply to those aircraft already performing airlift missions within the AMC system. When the airlift user is provided airlift with an in-system select aircraft, the positioning charge would be based upon the number of flying hours from the point where the aircraft last offloaded on the previous mission to the first user onload point. Depositioning charges for in-system select aircraft would not exist if the aircraft remains in the AMC system and is assigned to another mission as an in-system select. If the aircraft does not remain within the AMC system, then the depositioning charge would be computed based upon the number of flying hours to the aircraft's home station. See the examples for positioning and depositioning charges. When estimating charges for the positioning and/or depositioning legs of the mission, use the farthest home station for the type aircraft used to the first onload or last offload point.

(b) Movement of the materials handling equipment (MHE) or special teams/equipment to support the unit being deployed is the funding responsibility of that unit or the JCS Exercise program, as appropriate. Examples are: If a unit requires MHE that is not at one of the user's deployment sites and the MHE will not fit on the unit's SAAM aircraft, a support mission will be flown at user's expense.

(3) The minimum activity rate (MAR = 2 hours flying time except for the C-17 where MAR = 4 hours flying time) is the charge levied on the user for requests that involve reaction or response that is not otherwise chargeable by reference to other tables, **less any appropriate incentives**. Presidential flights are excluded from stand downs and incentives. Examples are:

(a) For a regular mission, in addition to the basic SAAM cost, MAR will be charged after the first 24 hour period and for each 24 hour period, regardless of a clock day, in which the aircraft stands down because of customer requirements (whether stated or not in the original request).

(b) When a user requests or directs aircraft be reserved (regardless if at home station or a remote location), placed on standby, or prepositioned for the user's exclusive use, a 2 hour MAR (4 hour MAR for a C-17) will be charged after the first 24 hours and for each 24 hour period (e.g. standby or prepositioned 26 hours will be charged 2 hours MAR, 4 hours MAR for a C-17). At the time the alert is ordered, the bill payer must be identified and/or fund cite provided. These both apply for alert and back-up aircraft. **See AMCI 65-602, 5.2.2.**

(c) If a mission is canceled within 24 hours of operation, a 2 hour MAR (4 hour MAR for a C-17) may be charged. If the mission was launched from positioning station prior to cancellation, all hours flown will be charged, minimum of 2 hours (4 hours C-17). Cancellation prior to 24 hours of operation, then no charge is levied.

(4) AMC accepts the combination of SAAM requirements from more than one agency to effectively utilize both inbound and outbound portions or available capability of the mission. Airlift requirements are charged as one SAAM contingent upon the following:

(a) Those agencies that desire to combine separate SAAM requirements must do so prior to mission operation.

(b) The agencies coordinate directly to bring about the combination and agree upon a SAAM number designation (if applicable) and percent of cost chargeable against each agency. The SAAM cost will be divided among no more than three different fund cites.

(c) The aircraft configuration requirements must be compatible for all segments.

(d) Required delivery times and pickup times for all cargo should coincide so stand-down time limitations are not exceeded as a result of the combination.

(5) Charges for airdrops are assessed on actual hours flown to perform the airdrop. When estimating airdrops, add two hours for the air drop with applicable hours for position/deposition and/or any other legs as required.

(6) Channel extensions are customer requirements that arrive at a channel destination aboard an AMC channel aircraft that are scheduled for onward movement to a further extension destination in close proximity to the channel destination. Channel extension requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless if the requirement is offloaded prior to arrival at the channel destination). In addition to the cost of the channel portion, a SAAM charge is levied equal to the flying hours (organic) or miles (commercial) between the channel destination, the extension destination and return to the channel destination. The minimum SAAM charge for a channel extension will be MAR.

(a) Channel extensions normally are accepted only if the flying time from the channel destination to the extension destination does not exceed two hours (excluding return flying time).

(b) A channel extension will not be accepted if it entails a major deviation from the schedule anywhere along its itinerary. Examples of this include causing a crew rest where one was not scheduled, eliminating a scheduled stop, or displacing channel requirements forecasted for movement on the requested channel mission.

(c) The channel extension procedure is designed primarily for the movement of small amounts of cargo and passengers. The following guidance should be used when requesting channel extensions: maximum of 16 short tons (ST) not to exceed four pallet positions for C-5; maximum of 4 ST not to exceed one pallet positions for C-130; maximum of 12 ST not to exceed three pallet positions for C-17.

(d) Channel extensions are a billing procedure only and AMC does not guarantee onward movement will occur on the same aircraft.

(7) Flag stops are customer's requirements that are either unloaded or offloaded at a location (OCONUS only) in close proximity to a scheduled channel route. Flag stop requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless of whether unloaded or offloaded prior to the channel destination). In addition to the channel charges, a SAAM charge is levied equal to the difference between the scheduled flying hours to the channel destination and the actual flying hours to the channel destination with the flag stop included. The minimum SAAM charge for a channel extension will be MAR.

(a) A flag stop normally is accepted only if it adds no more than 2 hours flying time (excluding return flying time) to the scheduled route segment.

(b) A flag stop will not be accepted if it entails a major deviation from the schedule anywhere along its itinerary. Examples of this include causing a crew rest where one was not scheduled, eliminating a scheduled stop, or displacing channel requirements forecasted for movement on the requested channel mission.

(c) The flag stop procedure is designed primarily for the movement of small amounts of cargo and passengers. The following guideline should be used when requesting flag stops; maximum of 16 ST not to exceed four pallet positions for C-5; maximum of 4 ST not to exceed one pallet position for C-130; maximum of 12 ST not to exceed three pallet positions for C-17.

(d) CONUS flag stops will not be requested. The use of commercial transportation to deliver traffic to CONUS APOE's is consistent with national transportation policy. When commercial transportation cannot meet requirements, urgent airlift requirements will be requested as rapid reaction SAAM's. AMC will determine the capability of the airlift system to meet the requirement with SAAM or channel airlift and advise the user accordingly.

(e) Flag stops are a billing procedure only.

(8) Domestic commercial augmentation airlift will be billed at contract cost plus an administrative service charge.

(9) International commercial augmentation airlift charges for troop/passenger and cargo movements are computed using Table 5. The charge is computed by multiplying the seat/ton mile rate times the ACL times the distance, plus any miscellaneous fees and administrative service charge. The administrative service charge will be waived if the tariff incentive applies. The aircraft standard ACL's are listed in Table 5, however, ACL's vary among carriers due to individual aircraft configuration, so the contracted ACL will be used. The great circle statute miles as identified in the contract document for payment to the commercial carrier will be the distance utilized for computing charges. If positioning/depositioning miles are required, the charge is the applicable rate multiplied by the aircraft ACL times the positioning/depositioning miles. If the mission flies through Eurocontrolled airspace, an additional cost will be added. Any miscellaneous fees associated with mission requirements (landing fees, standby fees, stop charges, etc.) will also be added. When cancellation of a commercially contracted airlift mission is at the user request, a cancellation or suspension fee may be charged to the user for that mission.

(10) Non-TWCF aircraft SAAM rates are published by SAF/FMC (See Table 4). These instructions apply to authorized users of DoD aircraft under the applicable regulations.

(a) Non-AMC units operating a SAAM will:

(1) Secure a signed certificate of acceptance of liability prior to performing a mission.

(2) Report each SAAM.

(3) Mail an original and two copies of AF Form 91, Special Assignment Airlift Flight Itinerary Log, to TWCF, DFAS/Limestone/AILOV, 27 Arkansas Road, Suite 207, Limestone, ME 04751, no later than 72 hours after mission is completed. Attach the following supporting documents, as applicable.

(a) Original of certification of acceptance of liability.

(b) Original of AF Form 96, Passenger Manifest, or DD Form 1385, Cargo Manifest, or both.

(b) Computation of hourly charges.

(1) Charges for SAAM s will be IAW procedures provided in paragraph 2.

(2) Hourly rates will be charged in accordance with Table 4.

(11) The tariff incentive will be continued for FY12, excluding domestic commercial airlift and presidential flights. It consists of a 10 percent reduction, prior to any miscellaneous or administrative service fees for Commercial airlift, in the overall cost of SAAM's including MAR, if the criteria contained herein are met.

(a) SAAM's, including those supported with in-system select aircraft, will qualify for the tariff incentive if the validation is received by USTRANSCOM/J3-OS 30 days or more prior to the operating date of the mission.

(b) These procedures will be employed for intra-theater SAAM's by USTRANSCOM/J3-OS in coordination with the Theater validator.

(c) The mission must run as planned without any significant user changes during the 30 days prior to the original requested operating date. A significant change will consist of the following:

1. A change to the JCS priority.
2. Changing the APOE or APOD, to include additions or deletions of locations and/or drop zone.
3. Changing the available/pick-up or latest arrival dates/times.
4. Changing the type or number of aircraft requested.
5. Changing the load that affects aircraft, requires any additional waiver, or affects required support.
6. Changes that require special support not identified by the user on the initial request.

b. Contingency

(1) Contingency missions will be billed by the total hours flown for organic airlift missions to include all legs of the mission: positioning, active, divert (maintenance or weather), and depositioning. Multiply the total flying hours by the flying hour rate based on the type of aircraft from Table 1 through 3. Commercial contingency missions will be billed by rates in Table 5.

(2) Of primary importance to contingency mission number construction are positions three, four, eight, and nine which identify the type of mission, the user, and specific contingency. The fourth character of the mission id should identify the appropriate user to be supported, i.e., A for Army, F for Air Force, etc. To ensure proper billing of the contingency mission, the validated alphanumeric Unit Line Number (ULN) code(s) must be identified as the mission requirement is entered to ensure this data feeds with the mission during planning and execution.

(a) Customers can receive mission billing information on or about the 20<sup>th</sup> of the month from DCBS, HQ AMC's billing module. To obtain access to DCBS, log in to <https://dcbs-prod.scott.af.mil/> and complete the registration to include the DD Form 2875. Send the completed DD Form 2875 to [DCBS.Helpdesk@scott.af.mil](mailto:DCBS.Helpdesk@scott.af.mil). A customer number is needed to setup your account, please contact HQ AMC/FMFAB, DSN 779-2319 or 2289 for assistance.

(3) In the event a valid order (execute or deployment order or a Commander of a Combatant Command operations order) directs action without a funding source, the parent Military Department of the subordinate command receiving the services shall provide funding to finance the request unless a special funding mechanism has been designated.

c. JCS Exercise missions will be billed by the hours flown for organic airlift missions and by the rates in Table 5 for commercial airlift missions. All other normal procedures will apply except for tariff incentives. Delays of 24 hours or more during the execution of an exercise mission, that result from problems, either AMC or user related should not be billed a MAR.

d. KC-10/KC-135 offers airlift capability in two roles: Primary air refueling with secondary airlift and primary airlift with secondary air refueling. Use the following guidelines to compute KC-10/KC-135 SAAM and JCS Exercise charges.

(1) Primary Air Refueling with secondary airlift.

(a) If a unit requires air refueling capability for their mission to move their equipment and personnel on deployment, AMC will not charge the deploying unit for the additional airlift capability the KC-10/KC-135 provides. If airlift capability is not available on the KC-10/KC-135 to support the unit being deployed then the funding of any additional aircraft, for airlift purposes, that is required to support the mission is the responsibility of that unit or the JCS Exercise program, as appropriate.

(b) When the KC-10/KC-135 is on a primary air refueling mission for unit A and provides secondary airlift to unit B, they (unit B) will be charged the KC-10/KC-135 rate.

(2) Primary Airlift Role.

When ACL is not limited by primary air refueling requirements, the KC-10/KC-135 airlift capability is reimbursable to AMC at the applicable KC-10/KC-135 rate. This charge applies even if secondary air refueling is accomplished during the mission.

3. Methods of computing special assignment airlift mission charges.

a. For organic airlift mission.

(1) Determine flying hour rate by type of aircraft from Table 1 through 3.

(2) Determine number of flying hours for each sortie flown to include positioning and depositioning of aircraft.

- (3) Determine the MAR if a user delay of more than 24 hours is involved from Table 1 through 3.
  - (4) Multiply step one by step two and add any MAR. Subtract 10% tariff incentive if applicable.
- b. For commercial airlift mission (estimating).
- (1) Determine the one way/round trip rate for passenger/cargo from Table 5.
  - (2) Determine the ACL for the type of aircraft contracted by passenger/cargo from Table 5.
  - (3) Estimate the live miles of the mission.
  - (4) Multiply step one by step two by step three to determine the "live miles" portion of the charge.
  - (5) Multiply the positioning or depositioning miles times the applicable rate in Table 5 times the ACL to determine the "positioning/depositioning miles" portion of the charge.
  - (6) Subtract 10% tariff incentive if applicable.
  - (7) Determine any chargeable miscellaneous costs including Eurocontrol charges.
  - (8) Add the live miles cost plus positioning/depositioning miles cost plus miscellaneous costs.
- c. Contact USTRANSCOM/J3-OS, DSN 770-5751, commercial 618-220-5751, questions concerning estimates of SAAM airlift charges.

#### 4. Examples of airlift charges.

- a. A mission using a C-17 originates at Norfolk NAS VA with an offload at Roosevelt Roads NAS PR. User is the U.S. Navy. No MAR involved. Requirements of paragraph 2a(10) met.

##### (1) Charge computation:

McChord AFB WA to Norfolk NAS VA	5.6 flying hour (positioning sortie)
Norfolk NAS VA to Roosevelt Roads NAS PR	3.3 flying hour (mission sortie)
Roosevelt Roads NAS PR to McChord AFB WA	7.7 flying hour (depositioning sortie)
Total Flying Hours	16.6
C-17 Rate (Table 1 DoD User)	\$ 13,280
Mission Cost Prior to Discount	\$220,448
Less 10% Discount if Applicable	<u>\$(22,045)</u>
Total Mission Cost	\$198,403

b. Same information as provided in Example A, except MAR charge due to user required stand down (paragraph 2a(3)(a)).

(1) Charge Computation:

McChord AFB WA to Norfolk NAS VA	5.6 flying hour (positioning sortie)
Norfolk NAS VA to Roosevelt Roads NAS PR	3.3 flying hour (mission sortie)
Minimum activity rate (26 hours)	4.0 flying hour (MAR)
Roosevelt Roads NAS PR to McChord AFB WA	7.7 flying hour (depositioning sortie)
Total Flying Hours	20.6

C-17 rate (Table 1 DoD User)	\$ 13,280
Mission cost prior to discount	\$273,568
Less 10% Discount if Applicable	<u>\$(27,357)</u>
Total mission cost	\$246,211

c. A mission using a C-5 originates at Rhein Main AFB GE with an offload at Dhahran International Saudi Arabia and return to Rhein Main AFB GE. User is the U.S. Army. No MAR involved. Requirements of paragraph 2a(10) met. Aircraft home station is Dover AFB DE. User received in-system select. Aircraft at Mildenhall AFB U.K.

(1) Charge Computation:

Mildenhall AFB UK to Rhein Main AFB GE	1.6 flying hour (positioning sortie)
Rhein Main AFB GE to Dhahran Intl S.A.	7.1 flying our (mission sortie)
Dhahran Intl SA to Rhein Main AFB GE	8.1 flying hour (mission sortie)
Rhein Main AFB GE to Dover AFB DE	9.3 flying hour (depositioning sortie)
Total Flying Hours	26.1

C-5 Rate (Table 1 DoD User)	\$ 29,099
Mission cost prior to discount	\$759,484
Less 10% Discount if Applicable	<u>\$(75,948)</u>
Total Mission Cost	\$683,536

d. Same information as contained to Example C, except mission positions from Dover AFB DE to Rhein Main AFB GE and is an in-system select after mission completes at Rhein Main AFB GE.

(1) Charge computation:

Dover AFB DE to Rhein Main AFB GE	8.0 flying hour (positioning sortie)
Rhein Main AFB GE to Dhahran Intl S.A.	7.1 flying hour (mission sortie)
Dhahran Intl SA to Rhein Main AFB GE	8.1 flying hour (mission sortie)
Total Flying hours	23.2

C-5 Rate (Table 1 DoD User)	\$ 29,099
Mission Cost Prior to Discount	\$675,097
Less 10% Discount if Applicable	<u>\$(67,510)</u>
Total Mission Cost	\$607,587

e. A DoD user requests commercial one-way passenger airlift from Ramstein AFB GE to Andrews AFB MD. The users requirement can best be met by contracting for a DC-10-30. Requirements of paragraph 2a(10) not met.

(1) Charge Computation:

Number of miles from Ramstein AFB GE to Andrews AFB MD times allowable cabin load (ACL) times passenger rate per seat mile (cents) charge

Total Miles	3,512
ACL	330
Rate Per Seat Mile	0.132803 *
Mission Cost	\$153,913.36
Eurocontrol Charges	<u>\$ 3,693.92</u>
Total Mission Cost	\$157,607.00

\*This example used the rates in Table 5 effective as of 01 Jul 12



Table 1

FY12  
DoD U.S. Government  
Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions  
Aircraft/Airspeed/Cargo Tons

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$29,099	\$58,198
C-130E/H	\$7,512	\$15,024
C-17	\$13,280	\$53,120
KC-10	\$15,376	\$30,752
KC-135	\$12,089	\$24,178
C-27J	\$6,864	\$13,728

Rate development questions can be directed to AMC/FMAT, DSN 779-2388 or 779-4004.  
Billing questions can be directed to AMC/FMFAB, DSN 779-1690.

Aircraft	Air Speed (MPH)	Cargo Tons (ACL)
C-130	260	11.6
C-5	415	73.5
C-17	390	35.7
KC-10	425	37.8
KC-135	385	12.6
C-27J	375	7.4

Table 2  
FY12  
Non-DoD U.S. Government  
Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$39,241	\$78,482
C-130E/H	\$7,904	\$15,808
C-17	\$20,607	\$82,428
KC-10	\$15,638	\$31,276
KC-135	\$12,306	\$24,612
C-27J	\$7,126	\$14,252

Table 3  
Part A – FY12  
Non U.S. Government  
Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$39,967	\$79,934
C-130E/H	\$8,070	\$16,140
C-17	\$21,025	\$84,100
KC-10	\$16,016	\$32,032
KC-135	\$12,524	\$25,048
C-27J	\$7,401	\$14,802

Part B – FY12  
Charter Hourly Rate and Minimum Activity Rate for Aircraft on TWCF Missions  
Which are Fully Financed With FMS Funds

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$39,277	\$78,554
C-130E/H	\$7,904	\$15,808
C-17	\$20,643	\$82,572
KC-10	\$15,638	\$31,276
KC-135	\$12,306	\$24,612
C-27J	\$7,126	\$14,252

In accordance with Foreign Military Sales fair pricing legislation, asset use costs will not be charged to FMS cases regardless of source of funding.

Part C – FY12  
Charter Hourly Rates and Minimum Activity Rates for Aircraft on TWCF Missions  
Which are Fully Financed With MAP Funds

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-5	\$35,034	\$70,068
C-130E/H	\$7,512	\$15,024
C-17	\$16,400	\$65,600
KC-10	\$15,376	\$30,752
KC-135	\$12,089	\$24,178
C-27J	\$6,864	\$13,728

FMS cases which are fully financed with MAP funds or non-repayable FMS credit shall be priced to exclude asset use cost and the cost of salaries and entitlements of military member.

Table 4

Non-TWCF hourly rates are available on the Internet at: <https://www.my.af.mil>  
Select Functional Area A-Z Listing from the Bases-Orgs-Functional Areas drop down menu, then  
click on Financial Management, AFI 65-503, Cost Factors, Logistics Factors, A15-1 Aircraft  
Reimbursement Rates

Questions can be directed on an as-needed basis to SAF/FMCCC, DSN 222-6014

Table 5

FY12 (Effective 01 Jul 12)  
International Commercial Rate Table

<b>Large Class-Body Aircraft</b>		<b>One-Way</b>		<b>Round Trip</b>	
Passenger - Per Statute Seat Mile		13.2803	Cents	13.2803	Cents
Ferry		11.9526	Cents	11.9526	Cents
Cargo - Per Ton Mile		73.7060	Cents	44.1353	Cents
Ferry		39.7210	Cents	39.7210	Cents
<b>Medium Class-Body Aircraft</b>		<b>One-Way</b>		<b>Round Trip</b>	
Passenger - Per Statute Seat Mile		15.2284	Cents	15.2284	Cents
Ferry		13.7049	Cents	13.7049	Cents
Cargo - Per Ton Mile		99.2219	Cents	59.4143	Cents
Ferry		56.0329	Cents	56.0329	Cents
<b>Small Class-Body Aircraft</b>		<b>One-Way</b>		<b>Round Trip</b>	
Passenger - Per Statute Seat Mile		17.1787	Cents	17.1787	Cents
Ferry		16.3988	Cents	16.3988	Cents
<b>DC-8 Combi Aircraft</b>		<b>One-Way</b>		<b>Round Trip</b>	
Dollars per Plane Mile		50.4798	Dollars	27.2864	Dollars
Ferry		24.5577	Dollars	24.5577	Dollars
<b>L-100 Aircraft</b>		<b>One-Way</b>		<b>Round Trip</b>	
Dollars per Ton Mile		1.1898	Dollars	1.1898	Dollars
Ferry		1.0708	Dollars	1.0708	Dollars

## Allowable Cabin Load (ACL)

### Passenger Aircraft

Small Aircraft	ACL	Entitlement Category
A319	135	Short Range
MD80	140	Short Range
B737-400 /700	140	Short Range
B737-800	150	Short Range
A320	150	Short Range
A321	170	Short Range

### Cargo Aircraft

Small Aircraft	ACL	Entitlement Category
B737-200	14	Short Range
B727-200	22	Short Range
L100	23	Short Range

Medium Aircraft	ACL	Entitlement Category
B757-200/200ER	190	Narrow Body
B757-300	200	Narrow Body
B767-200/200ER	200	Narrow Body
A310	200	Narrow Body
A300	210	Narrow Body
B767-300/300ER	240	Wide Body
B767-400ER	260	Wide Body

Medium Aircraft	ACL	Entitlement Category
DC8	45	Narrow Body
B767-200F	48	Narrow Body
A300-B4(F)	50	Short Range
A300-600ER	51	Short Range

Large Aircraft	ACL	Entitlement Category
A330	310	Wide Body
B777-200ER	330	Wide Body
DC10-30	330	Wide Body
A340	345	Wide Body
MD11/MD11ER	360	Wide Body
B777 Charter Config	380	Wide Body
B747	400	Wide Body

Large Aircraft	ACL	Entitlement Category
B767-300F	61	Wide Body
DC10-30/40	75	Wide Body
MD11	86	Wide Body
B747-100/200/300	90	Wide Body
B747-400	110	Wide Body